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COUNTRY East Germany

SUBJECT Technical Observations on Engines of IL-28 Aircraft at Justerbog Airfield

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25X1 1. On 9 September, [redacted] an engine was dismantled from an IL-28. The aircraft was parked in front of the eastern hangar No 1. While the engine was lifted from the plane, [redacted]

25X1 [redacted] was able to observe from an angle the left front of the aircraft. Before and after this procedure he observed the aircraft at irregular intervals from distances ranging from 50 to 100 meters.

25X1 2. [redacted] described the dismantling procedure as follows: The personnel engaged in this work included two officers, five EM and two drivers, one of them driving the mobile crane and the other one driving truck [redacted]. One of the officers was Major Kramenov (fnu) who was holding a thick book. Three EM worked on the ground while two of them were sitting on the wing. Work on the plane was started at 8 a.m. and was finished at 11:30 a.m. when truck [redacted] hauled the engine away. Considering the many rest periods taken, the actual working time can be estimated at 2 to 2½ hours. The removal of the engine started with the dismantling of the cowling. At first, the front section which consisted of one piece, about 120 cm long, reaching to the landing gear flap was removed and laid on the ground. [redacted] the cone which he had observed in the air intake was fixed to the outer casing. The next step was the dismantling of the sheets covering the sides and at last the rear cowling which extended over the trailing edge of the wing was removed in one piece to the rear. While the cowling was removed, the two EM sitting on the wing over the engine opened small hand holes. Details could not be determined, but [redacted] the fastening bolts of the power plant were unscrewed. Then the crane truck drove up in front of the plane and the turbojet engine was hooked in just forward of the leading edge. Simultaneously the supporting trestle was pushed below the engine, but this procedure was not clearly observed. Then the engine was very carefully pulled out to the front, lifted, turned and placed on the truck, which was equipped with a strong wooden frame on the loading platform. Finally, the truck left in the direction of the former aviation technical school which housed an engine repair shop. In the evening of the same day, the test stand for turbo-jet engines was in operation.

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11. The equipment of the engine repair plant in Hangar 20 of the former aviation technical school was still being completed. Machinery which arrived on 4 August 1950 from the U.S.S.R. included a teststand with a hydraulic pumping system and a pressure gauge indicating pressures up to 250 atmospheres. [redacted] 25X1  
it was to test the fuel system and possibly also the injection nozzles. There also arrived three testing machines with electric measuring instruments from the U.S.S.R. and a balancing machine from the Askania Plants. [redacted] 25X1

[redacted] 25X1 a shaft with wheels was mounted on the balancing machine. The first two and the last wheel were fitted with blades the shape of which was not remembered.<sup>10</sup> On 12 August, one test bomb release machine and one testing apparatus for priming pumps arrived from the U.S.S.R. The bomb release test stand was set up outside of Hangar 20 under a shed roof. It was observed that either one large bomb or several small ones were suspended from this device. The bomb shackles were connected by cables to the control board next to the stand from where the bombs were released and dropped into a sand pit. The device was probably a training set. [redacted] 25X1 officers and sergeants being instructed at the set.<sup>11</sup> The test stand for priming pumps was shaped similar to a piano and was 2 x 1.05 x 1 meters. Switching levers and a pressure gauge were externally visible. In the interior of the set, two electric generators were noticed. Flaps at the sides of the machine covered connecting threads etc.

12. Crates, 1.50 x 1.80 x 2.30 meters, for turbo-jet engines were stored in front of Hangar 20. On 14 August, two railroad cars with a total of 12 crates for turbo-jet engines arrived. [redacted] 25X1

[redacted] 25X1 On 15 August, six engines were loaded on trucks and hauled in the direction of the airfield. On 26 August, four railroad cars, three loaded with crated wings and one loaded with a crated turbo-jet engine, were parked in front of Hangar 20.

13. Between 21 August and 12 September, [redacted] 25X1

work was done on the engines of jet aircraft which were occasionally sent there. A regular repair shop could not be identified. Hangar 20 also housed a workshop for ordnance and one for radio equipment. In the tables of the ordnance shop, [redacted] 25X1

[redacted] 25X1 10 to 15 reflex sights of two types. One of the two types, apparently the older one, about 7 x 10 x 12 cm, was very similar in appearance to the German Wehrmacht-type sight. The side was fitted with the eyepiece and the other side with a dovetail joint which was to be pushed into the holding device on the aircraft. [redacted] 25X1

[redacted] 25X1 this type was installed in NA aircraft, but he was unable to elaborate on his statement. The other type sight was similar in shape but narrow. [redacted] 25X1

[redacted] 25X1 saw these sights mounted on jet aircraft. In the workshop for radio equipment, [redacted] 25X1 radio sets which he believed to be Soviet built reproductions of American models. The tubes observed there included 6AL6, 6AV6, 6X4, 6X5, 6L6, 6P7 and 6Q5.

25X1 1. [redacted] Comment. [redacted]

[redacted] 25X1 Basic material used during the interrogation included "Interavia, 7. Jahrgang No 6/52", "Gas Turbines and Jet Propulsion, 5th Edition" by C. Geoffrey Smith, published by Iliffe & Sons, London, and several pictures of jet engines without inscriptions.

25X1 2. [redacted] Comment. Major Kramenov is reported for the first time. It was previously reported that a period of about three hours was required to dismantle and reinstall a jet engine. [redacted] 25X1 If correct, that information would indicate that a period of 2 to 2½ hours would be too long for the dismantling of such an engine. The statement that the engine is rolled out to the front is a correction to source's previous statement.

25X1 3. [redacted] Comment. See para 300 of "Gas Turbines and Jet Propulsion". 25X1

25X1 4. [redacted] Comment. It can be concluded that the Il-28 is powered by radial flow turbo-jet engines, possibly a Soviet reproduction of the Dene. [redacted] 25X1

[redacted] 25X1 selected an old picture of a Dene and, when he saw detailed pictures, he stated that the shaft, the compressor and parts of the casing were identical to the ones seen in Hangar 20.

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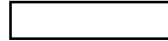
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- 25X1.  Comment. It is assumed that the test stand is only occasionally in operation because the workshop in Hangar 20 was not completely equipped.
6.  Comment. For sketch of tube and muzzle-shaped container for the sleeve target, see Annex 1. It is possible that the device mentioned in a previous report, served the same purpose.  Annex 3.
7.  Comment. It was previously reported that the lamps were fitted to the outside of the engine nacelles were search lights.  It is not known which report is correct.
8.  Comment. The technical unit, judging by its equipment probably an ARB unit (Avio Technical Repair Base) of the 24th Air Army,  If the number of personnel reported for Hangar 7 is correct, the total strength of the unit, including the personnel of Hangar 20, is assumed to be one colonel, four majors, about 20 ~~EM~~ and four civilians. Two additional ARB units are stationed at Doeberitz and Rangsdorf respectively. The repair units in Jueterbog and Doeberitz generally work on turbo-jet engines, while the unit in Rangsdorf is mainly engaged in the repair of piston engines.
- 25X1.  Comment. Training courses were probably held, because the actual strength of the unit had not yet reached the authorized strength.
10.  Comment. The arriving shipments were previously reported.   
See Annex 2 for sketch of the balancing machine with a shaft of a turbo-jet engine.  after the equipment will be completed, Hangar 20 will almost exclusively be used for overhauling turbo-jet engines. He believed that the equipment meets higher standards than the ones of a simple repair shop. The full operation on Hangar 20 would be indicated by the continuous operation of the test stand.
11.  Comment. It is believed that the bomb shackles are being tested here. For sketch of test stand, see Annex 3.

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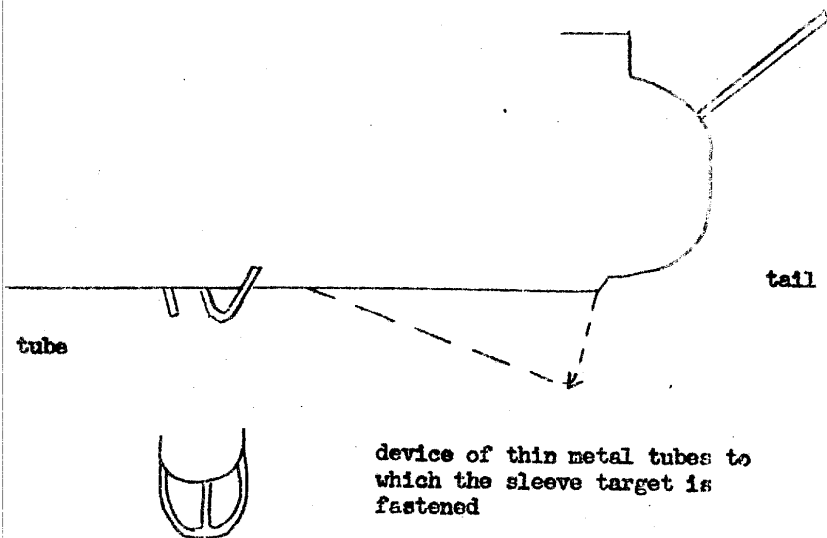
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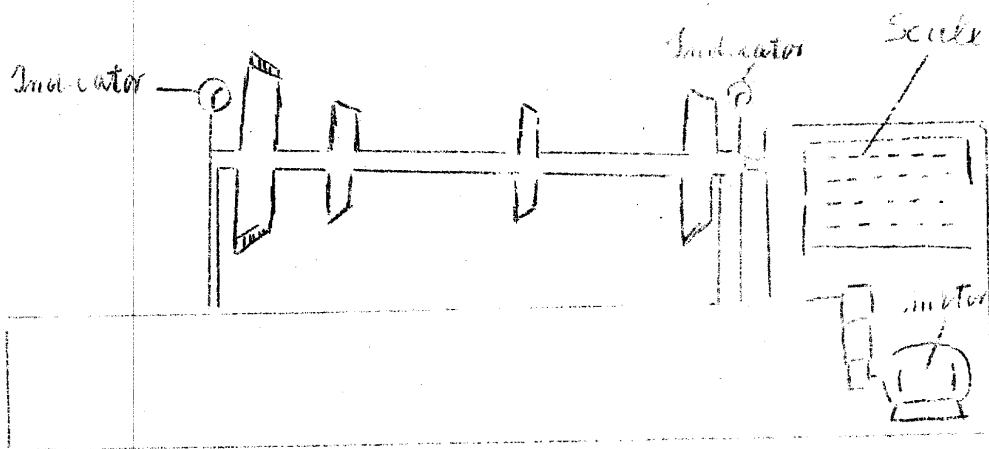
Ann ex 1

Holding Device for a Sleeve Target at an II-28



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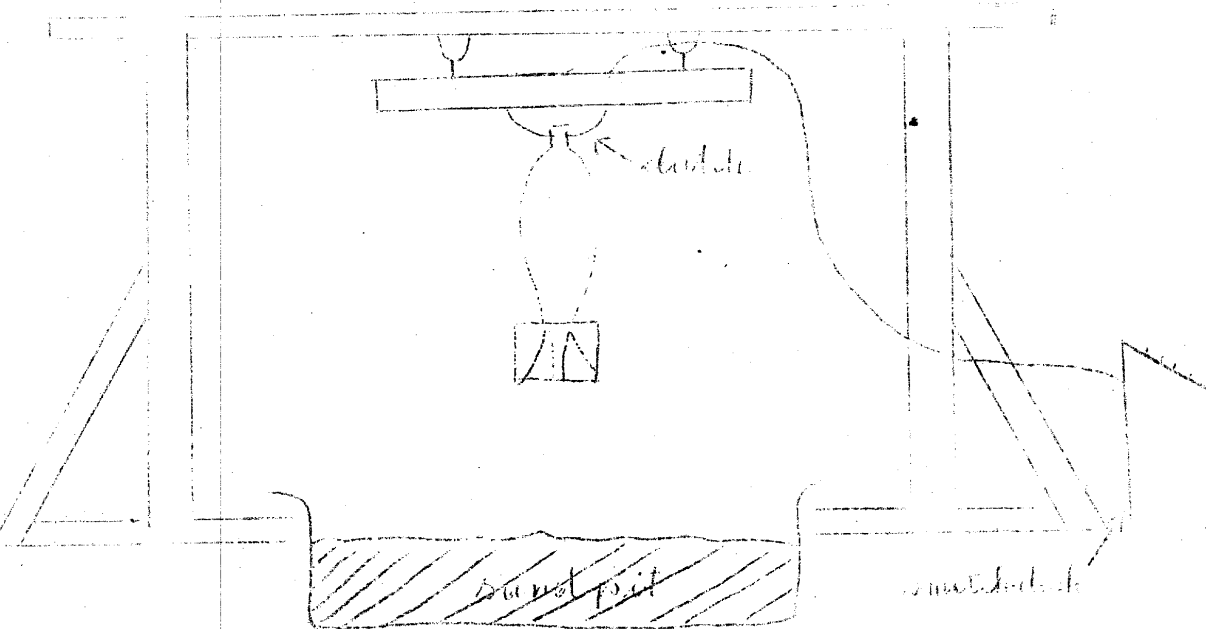
Balancing Machine with shaft of a Turbojet Engine at Jueterbog



*balancing machine*

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Test Stand for Bombs at Juelicherbor



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